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REPORT OF THE TECHNICAL CONSULTATIVE MEETING FOR THE WEST AFRICAN SUBREGION OF THE UNITED NATIONS TRANSPORT AND COMMUNICATIONS DECADE IN AFRICA

LOME, TOGO, 8 TO 11 JUNE 1981

M81-2075

A. INTRODUCTION

1. The Technical Consultative Meeting for the West African subregion of the United Nations Transport and Communications Decade was held at Lomé, Togo from 8 to 11 June 1981.

B. ATTENDANCE

2. The Meeting was attended by representatives of the following member States: 1/ Benin, the Gambia, Ghana, Guinea, Guinea-Bissau, the Ivory Coast, Liberia, the Niger, Nigeria, Senegal, Sierra Leone, Togo and the Upper Volta. Brazil was represented by observers. The following donor countries and agencies were represented: Canada, Czechoslovakia, France, the Federal Republic of Germany, Italy, the United Kingdom, the United States and Yugoslavia; the Arab Bank for Economic Development in Africa, the Fonds d'aide et de coopération, the Caisse Centrale de coopération économique, the Saudi Fund for Development and the World Bank. Representatives of the following specialized agencies and organizations of the United Nations system also participated: the Department of Technical Co-operation for Development (DTCD), the United Nations Development Programme (UNDP), the International Civil Aviation Organization (ICAO), the International Telecommunication Union (ITU) and the Universal Postal Union (UPU). The following African intergovernmental organizations were also represented: the African Civil Aviation Commission (AFCAC), the African and Mauritian Common Organization (OCAM), the African National Television and Broadcasting Union (URTNA), the African Postal and Telecommunications Union (UAPT), the Economic Community of West African States (ECOWAS), the Mano River Union, the Organization of African Unity (OAU), the Pan-African Postal Union (PAPU), the Pan-African Telecommunications Union (PATU), the West African Development Bank (BOAD) and the West African Economic Community (WALC).

C. OPENING OF THE MEETING

3. On behalf of Mr. Ouattara, Executive Secretary of the Economic Community of West African States, Mr. Robert C. Tubman, Managing Director of the ECOWAS Fund, welcomed participants to the Meeting, and said that transport was considered vital for the effective mobility of resources and contributed directly to the gross national product of States. The attainment of national and subregional development objectives depended on the ability of the transport system to facilitate effective interaction through trade and other economic exchanges within the subregion. He stated that although priority inter-State routes had been identified for the subregion in 1961, it was in 1974 that the trans-West African highway network layout had finally been established, comprising primarily the Dakar-Ndjamena and the Lagos-Nouakchott major arteries supplemented by their respective feeder links. The trans-West African highway network then extended to the east and north to connect with other subregional trunk routes. The adoption of the United Nations Transport and Communications Decade programme, which encompassed the network in its entirety, was a clear testimony of efforts made earlier to open up the subregion to trade opportunities. The ECOWAS transport and telecommunications programmes were tailored to the Decade programme with many of the ECOWAS projects

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1/ For reasons beyond its control the delegation of Mali arrived at Lomé only on 11 June and had fruitful discussions with the ECA secretariat on 12 June.

almost identical with those of the Decade. The representative of ECOWAS concluded by paying special tribute to the Economic Commission for Africa and its able Executive Secretary for organizing and launching the Technical Consultative Meeting for the West African States.

4. Mr. Adebayo Adedeji, Executive Secretary of the Economic Commission for Africa, welcomed the participants and expressed his gratitude to the President, Government and people of Togo for hosting and providing excellent facilities for the meeting.

5. He referred to the Pledging Conference on the Transport and Communications Decade organized by the Secretary-General of the United Nations in November 1979 at which some $US 6.3 billion, out of a total of nearly $US 9 billion required, had been earmarked for the implementation of some projects of the first phase programme. He indicated that one of the consequences of the Pledging Conference had been the proposal to organize technical consultative meetings, adopted by the ECA Ministers responsible for Economic Development and Planning in April 1980, for mobilizing resources for the Decade programme.

6. By ECA Conference of Ministers resolution 391 (XV) and Economic and Social Council resolution 1980/46 those two organs mandated ECA to organize a number of technical consultative meetings which would bring together technical experts from donor countries and agencies and those of African Governments to consider a selected number of projects of the first phase programme of the Decade. The Executive Secretary indicated that the main purpose of those technical consultative meetings was to offer an opportunity for a series of dialogues which would hopefully result either in firm expressions of interest in certain projects to be followed by detailed studies of those projects or in firm commitments or pledges to invest by donors. He went on to say that as a result of decisions taken at recent meetings of the Interagency Co-ordinating Committee for the Decade programme four such meetings were to be held with the Lomé meeting being the first in the series. The meeting at Lomé was concerned with roads, air transport, telecommunications, broadcasting and postal projects for the 16 countries members of ECOWAS. The remaining three meetings were:

(a) From 28 to 30 September 1981 at Yaoundé, the United Republic of Cameroon, a meeting for the 10 countries of Central Africa concentrating on roads and inland water projects;

(b) From 27 to 30 November 1981 at Abidjan, the Ivory Coast, another meeting for the 25 countries members of the Ministerial Conference of West and Central African States on Maritime Transport. That meeting would deal exclusively with maritime transport projects; and

(c) From 20 to 23 January 1982 at Ouagadougou, the Upper Volta, a meeting devoted to the railway projects of all African countries.

7. The documents for the Lomé meeting had been prepared with the participation of the countries concerned and thus reflected their priorities. He hoped that donor countries and financial institutions had studied the documents thoroughly and would be able to respond positively to the various projects contained therein and not hesitate to ask for clarification when necessary.

8. He stated that the programme for consideration by the Meeting consisted of 48 road projects, 60 air transport projects, 12 telecommunications projects, 7 postal services projects, 4 broadcasting projects and 7 projects for manpower training in telecommunications, at a total estimated cost of approximately $US 2 billion. Financing which had been secured amounted to $US 414 million, leaving a shortfall of $US 1,586 million. The largest portion of those costs was for roads, of which 12 projects were sections of the Lagos-Nouakchott trans-African highway, 7 projects portions of the Dakar-Ndjamena Highway and 4 projects sections of the Trans-Sahara Road.

9. The main consideration in the selection of projects for presentation to donors was that they should benefit more than one country. Many donors found pledging conferences inappropriate forums for indicating their interest in projects and preferred bilateral assistance machinery with its attendant constraints of requiring approval of legislative bodies. The technical consultative meetings had therefore been devised to meet the wishes of donors in that they did not require binding pledges but only indications of possible interest which could be firmed up in subsequent bilateral negotiations. Whilst technical consultative meetings were in keeping with the desire for bilateral relations, it had, however, to be borne in mind that a bilateral approach was not feasible in all cases, especially with regard to multi-country projects which needed to be promoted by an organization representing a group of countries.

10. The Executive Secretary then referred to the problem of financing large projects and hoped that donors would not be deterred by the magnitude of projects but would indicate the extent of their possible participation and in that way facilitate cofinancing by others. Since the proclamation of the Transport and Communications Decade for only one of the many regions of the world by the United Nations had been a unique event it called for a non-traditional and innovative approach to funding. Regional and subregional projects and study projects should therefore be viewed in that light.

11. The two most important regional projects were the Trans-African Highway and PANAFTEL because they had been going on for a long time and were the best instruments for physically integrating the African continent. Some progress had been made in their implementation but there was still considerable work remaining to be done. There was no longer any doubt as to the importance of transport and communications as sectors to which African countries accorded the highest priority and if any proof of that was required one had only to look at the programmes of the various African intergovernmental organizations. Equally important was the fact that both the Lagos Plan of Action and the International Development Strategy for the Third United Nations Development Decade had proclaimed the supreme importance of transport and communications together with food and agriculture and industrial development.

12. The Secretary-General of the Organization of African Unity, Mr. Edem Kodjo, was unfortunately unable to be present and a statement was read out on his behalf. In his message he underscored the importance of technical consultative meetings as an instrument for bringing together OAU member States and donor countries for an exchange of views on the best way of financing projects of the Decade programme. He further recounted the actions taken at the meetings of the Assembly of Heads of State and Government in support of the objectives of the Decade in the form of various resolutions.

13. Because of the discouraging results of the Pledging Conference convened by the Secretary-General of the United Nations in New York in November 1979, African ministers had decided to adopt a new approach to the mobilization of resources in the form of technical consultative meetings. Donors were expected to abandon traditional methods, such as the insistence on bilateral relations and the traditional strict application of financial profitability criteria when appraising transport and communications projects. Furthermore, donors preferred the bilateral aid system in which they could gain maximum political advantage and exercise complete control over the disbursement of funds; they were, therefore, not interested in group projects or pooling their resources with others where their identity might be lost. Financial institutions were generally not interested in the social benefits resulting from the execution of projects because they were responsible to their shareholders for the profitability of investment. For those reasons regional projects which brought social benefits to the countries involved tended to be shunted aside.

14. The Secretary-General also warned African countries against the tendency not to adhere to their priorities as stated in the Global Strategy and Plan of Action of the Decade programme. He emphasized that such a tendency might give the wrong impression to donors that the projects were the brainchild of international organizations such as OAU and ECA and lacked the support of member States. It had therefore been extremely difficult to maintain the credibility of the Decade programme and thereby attract the necessary financing. He, therefore, appealed to member States to promote the projects of the Decade which had been well defined and accord them top priority in their national plans so that the successful realization of the Decade programme could be assured.

15. In his message, read out by the Trade and Transport Minister of Togo, Mr. Koffi K. Walla, the President of Togo Army General Gnassingbé Eyadema, expressed regret that he was not able to attend the opening session, which he considered highly important in view of the objectives of the integrated economic policy pursued by ECOWAS in its efforts to improve the living conditions of the people of the subregion.

16. Referring to the personal role he had played at the recent seventeenth and eighteenth assemblies of ADB and ADF and aware of the endemic ills of underdevelopment in Africa, he underscored the complementarity and interdependence between African countries and developed countries. Turning to the efforts made by the 16 ECOWAS countries to establish a West African common market and the provisions for mutual assistance which emerged from the Assembly of Heads of State and Government held at Freetown on 27 and 28 May 1981, he reminded donors of the importance of transport and communications in the subregion and recommended that the ECOWAS countries should display moderation and concentrate on the implementation of priority projects.

17. He expressed the hope that donors would be more understanding in their assessment of the profitability of projects and also take into account the economic concept of utility. He was confident that the forum provided at Lomé would make it possible to conduct negotiations on the major choices faced by Africa and would permit a continuation of the North-South dialogue. Finally, he expressed the hope that the deliberations of the Technical Consultative Meeting for the ECOWAS countries would be highly successful.

D. ACCOUNT OF PROCEEDINGS

18. It was decided that the Meeting would be chaired by the Executive Secretary of the Economic Commission for Africa.

19. The Meeting unanimously adopted the following programme of work:

Monday, 8 June	
Morning session	Opening ceremony
Afternoon session	General debate
Tuesday, 9 June	
Morning session	Consideration of road and road transport projects
Afternoon session	Consideration of air transport projects
Wednesday, 10 June	
Morning session	Consideration of communications projects
Afternoon session	Bilateral and multilateral consultations and discussions
Evening session	Evaluation of the Meeting
Thursday, 11 June	
All day	Technical visits

20. The Chairman then introduced the programme of the 16 ECOWAS countries briefly reviewing the projects subsector by subsector. He pointed out that in the roads subsector there were 48 projects at an estimated cost of $US 1.632 billion. Those roads were either sections of the three highways which passed through West Africa or feeders to them. According to information available to ECA financing in the amount of $US 394 million had so far been secured, with $US 75.5 million earmarked for four of the 12 sections of the Lagos-Nouakchott highway. Seven of the road projects covered sections of the Dakar-Ndjamena highway. The following sections had attracted financing:

(a) In Mali, Kayes-Senegal border (ROP-100);

(b) In the Niger, Foetchango-the Upper Volta border (ROP-50);

(c) in Senegal, Tambacounda-Dianke-Makam-Mali border.

The Trans-Saharan Road accounted for three projects. The Sevare-Gao section (ROP-96) had been partly financed while the Arlit-Algeria border and Agadez-Tanout-Zinder section, both in the Niger, had received no funding at all. The rest of the road projects were feeders to the highways either in the countries traversed by those highways or in neighbouring countries. The total cost of the feeder roads was $US 771 million, of which approximately 20 per cent had been financed.

21. In the field of air transport there were 60 projects which could be subdivided into four categories as follows:

(a) Projects of co-operation within the West African subregion, such as studies on tariffs, the purchase of aircraft and better co-ordination between individual airlines and the expansion of existing training institutions. Another project in that category was assistance to the Roberts Flight Information Region;

(b) Projects for training and fellowships in various aeronautical disciplines at a cost of approximately $US 14 million;

(c) Infrastructure projects, such as construction, expansion and other improvements of airport terminals, hangars and fire stations and new airfields especially in Mali, Mauritania, the Niger and the Ivory Coast;

(d) Projects for ground equipment, navigational aids and the purchase of training equipment especially the purchase of training equipment in Nigeria.

The Chairman stressed in particular the importance of training civil aviation personnel in Africa. Such training was at a very low level of development. Most of the projects in the field of civil aviation training were derived from special studies on manpower and training needs in Africa conducted by UNDP, ICAO and AFCAC.

22. With respect to the communications sector there were altogether 45 projects, some of which had been combined and grouped into a total of 22 projects as follows: nine in common-carrier telecommunications, four in broadcasting, two in telecommunications manpower development and seven in postal services. The total estimated cost of all those projects was $US 153 million which excluded the cost of projects whose financing had been secured from the European Development Fund (EDF). The collection of communications projects covered in the main: PANAFTEL links and national network projects; development of communications capabilities in rural communities; rapid expansion of communication skills and manpower development; development planning, management and administration and maintenance and operation of telecommunication systems; the possibility of establishing telecommunication equipment manufacturing facilities; training of staff and upgrading of existing training programmes; the utilization of the radio spectrum in the region; the construction of important postal transit centres for Benin, Ghana and Senegal; improvement of postal services in land-locked countries and the promotion of post office savings bank facilities especially in rural areas. By far the most important of all the communications projects was PANAFTEL since it represented the first co-operative venture among all African countries and had been conceived as far back as 1962. Although considerable progress had been achieved in its implementation, there were still gaps in its financing.

23. The representative of the African Postal and Telecommunications Union (UAPT) welcomed the fact that the commitment of ECA to the Decade had not been swayed in spite of the modest results of the 1979 New York Pledging Conference. He was pleased that UAPT projects in the areas of posts, financial services and telecommunications had been accorded high priority in the context of the Decade programme.

24. He then briefly commented on the various UAPT projects. Projects POP-03 and POP-06, concerned with the construction and equipment of regional mail transit centres in Cotonou, Benin and Dakar, Senegal were in accordance with the aims pursued by UAPT, which was conducting a related study at the international level. Project POP-13 aimed at establishing subregional workshops to manufacture small postal supplies was an opportunity for African countries to process their natural resources locally. UAPT was also pursuing the project aimed at establishing a unit to manufacture postage stamps, which was now at the feasibility study stage. UAPT was seeking $US 200,000 for the financing of that study. UAPT was prepared to participate actively in the implementation of project POP-15 on the improvement of postal services in land-locked countries. Project POP-16 on the mobilization of savings, particularly in rural areas, through services provided by post offices, would receive support from the future Institut africain des caisses d'épargne (African Institute of Savings Institutions). With respect to project POP-17 relating to the organization of postal accounting in relations between countries of the same subregion, a seminar would be organized by UAPT at the end of 1981.

25. In the area of telecommunications, he suggested that telephone density might be calculated according to different criteria, such as the number of telephone sets per household or economic unit and that separate statistics might be obtained for urban and rural areas. A study should be undertaken in one or several countries to assess the impact of new means of telecommunication on the economic life of the area. The UAPT telecommunications projects were in line with the programme of action for the Decade. For example, project NV/04/TEP-07, an industrialization feasibility study costing $US 2.25 million, would receive inputs from UAPT studies on the same topic, whose cost of $US 400,000, was financed by EDF and the West African Development Bank (BOAD). Project NV/06/TEP-15 and MAP-28 on the maintenance and operation of telecommunications systems was estimated to cost $US 8 million. The related UAPT project costing $US 1 million had yet to secure financing. Project NV/13/BRP-05, a regional study on propagation costing $US 5.6 million was related to the UAPT project to establish an African service to monitor radio broadcasting. The cost of the main monitoring centre was estimated at $US 1 million. Project NV/15/MAP-06 on the establishment of a statistical data base and manpower bank was related to UAPT projects on an information centre and the preparation of catalogues of equipment and supplies. Studies, which were under way, had been financed by EDF. Project NV/TEP-19 was also covered by a UAPT project. In addition to training activities, UAPT regularly organized seminars, like the Bamako seminar on local networks which was related to project NV/03/TEP-05/MAP-09.

26. UAPT projects covered 13 countries, eight of which were in West Africa. Another UAPT project, the African regional satellite project which was at the initial study stage, did not have a counterpart in the ECA document.

27. The World Bank representative pointed out that as far as the financing of regional projects was concerned, it was important for African countries to realize that only UNDP and EDF had funds set aside for regional projects. Nevertheless the Bank did at times finance regional projects, when the component in each country was considered economically viable or when a project of marginal benefit to a coastal country helped to open up a land-locked country.

28. As the majority of African countries faced very grave economic difficulties, the assistance made available to them should perhaps be allocated on a priority basis to manpower training and the maintenance and rehabilitation of existing infrastructure. The amount of resources made available for economic development in Africa was considered totally inadequate to meet African demands.

29. A strict interpretation of the Articles of Agreement of the World Bank might suggest that loans and credits could not be granted for regional projects, but, if a project was considered truly viable, it was likely that a means of financing could be found. The Bank had perhaps made more multinational loans than any other institution. The Mali-Senegal railway project, the RAN in the Ivory Coast and the Upper Volta and the limestone venture in Togo, the Ivory Coast and Ghana were examples of World Bank involvement in the financing of regional projects.

30. The representative of UNDP said that it was the policy of his agency to give financial support to studies of regional projects which were likely to be implemented. Such support required demonstrations of interest in the project by all countries that were partners in the ventures, and guarantees that funds were available for project implementation.

31. The representative of France stated that aid from the Ministry of Co-operation and Development (FAC) was negotiated on a bilateral basis with the 25 African countries that had concluded co-operation agreements with the Ministry. Joint commissions met periodically to determine the amount of aid, its terms, projects to which it would be applied, technical assistance and scholarship programmes, etc. As resources were limited, it was up to African States to determine which projects should be supported and to assign priorities to all the projects considered, notably those in the transport and communications sectors. The amount of aid earmarked for the transport and communications sector in Africa had increased considerably during 1980. Apart from government loans, guaranteed loans and aid channelled through international organizations aid had in fact reached 1.3 billion French francs ($US 260 million) in 1980, while FF 0.75 billion had been announced at the Pledging Conference held in New York on 20 November 1979 for the same area (FAC grants, CCCE loans and technical assistance) and the same period. During the discussion he called attention to the fact that the information contained in document DEC/TRANSCOM/TCM/81/WA.1 concerning projects Nos. ROP-06 (Dassa-Porga road in Benin) and ROP-32 (Gambia River barrage bridge construction) was wrong about the commitments made by the French Government to finance those projects. No commitments had been made.

32. The representative of the Saudi Fund declared that while his organization was prepared to assist African development efforts in transport and communications, a number of practical problems arose when transactions were conducted through African intergovernmental institutions. He was confident that some legal and institutional framework could be devised whereby international financial institutions could comfortably work with their counterparts in Africa. Problems relating to the settlement of disputes and the legal capacity of funds to negotiate binding agreements on behalf of their members were cited as examples; he did not believe that those problems would be insurmountable.

33. The representative of the ECOWAS Fund said that the States members of ECOWAS had established the Fund, which had the power to enter into agreements on their behalf with any international financial institution. International financial institutions should recognize that fact, reassess their established procedures and enter into a dialogue with regional economic groupings, like ECOWAS and its Fund, which had a subscribed capital of $US 500 million. The Fund had successfully mobilized financing for a number of major PANAFTEL projects and had excellent working relations with some industrialized countries, such as Sweden.

34. The representative of BADEA said that his organization had been established to finance and was financing projects of African States that were not members of the Arab League. It was involved in over 26 transport projects in 40 countries amounting to $US 180 million. A number of ECOWAS countries, including the Niger, Mali, Guinea and the Upper Volta, were recipients of BADEA loans.

35. The representative of WAEC said that a number of West African intergovernmental organizations had established their own viable funds and international institutions needed to recognize that reality.

Consideration of roads and road transport projects

36. The Chairman said at the outset that there should be no misunderstanding regarding the nature of the technical consultative meetings. Their interest was not to seek pledges, but rather to allow for the exchange of technical information, clarification and the updating of projects.

37. Each member State then proceeded to introduce its projects in turn, with the ECA secretariat introducing projects for the three countries that were not represented. Altogether 47 road projects were described in some detail, including the four additional projects that were introduced by Senegal (3) and Sierra Leone (1).

38. Nigeria was the only State that declared that it sought no external financing for its projects. Sufficient funds had already been allocated from internal sources, enabling the country to make significant and satisfactory progress in its effort to ensure mobility and safety in road transport, particularly through the improvement and upgrading of all the four major trans-African highways within Nigeria.

39. The road projects of Benin would not only accelerate national economic development, but would also facilitate transit for the Upper Volta, the Niger, and even western Nigeria, and provide easy links with the Lagos-Nouakchott Trans-Coastal Highway. Benin road projects would also stimulate trade with neighbouring States (see paragraph 31).

40. The projects of Cape Verde would help to promote rural agricultural development and fishery activities.

41. The one major project of the Gambia was the construction of the barrage bridge on the Gambia River along the Lagos-Nouakchott Trans-Coastal Highway, which would enhance irrigation and navigation and provide greater access to fresh water for the rural population. Assistance amounting to 40 per cent of the total cost had been

obtained from the United Kingdom and BADEA. However, in subsequent discussions, it transpired that the assistance from BADEA had not yet been decided (see paragraph 31).

42. Ghana, which was engaged in the rehabilitation and reconstruction of its highway network, sought assistance primarily to improve the Trans-Coastal Highway and its feeders, as well as improve access to ports on the Volta River, which in turn would provide important outlets to the sea for the Upper Volta and Mali. EEC and the Federal Republic of Germany were providing some assistance, but complementary funding was required to accelerate progress.

43. Guinea sought supplementary assistance to improve road access to Guinea-Bissau, Mali, Senegal, the Ivory Coast, Liberia and Sierra Leone. The World Bank and BADEA were providing some assistance, particularly in support of its force-account construction effort, but additional financing was required.

44. Guinea-Bissau, which had almost all its major highway infrastructure destroyed during liberation struggles, sought extensive assistance to rehabilitate its network and improve the Trans-Coastal Highway within its borders. ADB, the World Bank, EEC/EDF and the Netherlands were providing some assistance. BADEA was also interested in providing assistance.

45. The Ivory Coast sought assistance to facilitate transit routes to and from its land-locked neighbours (Mali and the Upper Volta) as well as to improve access to Liberia and Guinea. It had received some assistance from ADB and others for studies, but funds for construction had not been secured. Lorries accounted for more than 60 per cent of road traffic in the country, and for most road accidents, attributable to operator errors. It therefore sought funds for driver-training programmes. It was confirmed that the World Bank had already provided its first highway "sector" loans to the Ivory Coast amounting to $US 100 million (and would most likely grant a second "sector" loan in the not too distant future), including support for its feeder roads programme. Any road projects considered of high priority by the Government of the Ivory Coast could be included in the second sector loan.

46. Liberia introduced two road projects. The first project concerning the road to the Ivory Coast border had received support from the World Bank for a feasibility study and detailed engineering design for the Ganta-Tappita section. The second project was the Liberian sector of the Freetown-Monrovia highway, which was under the jurisdiction of the Mano River Union. The Mano River Union had obtained assistance for the feasibility study and design of the Bo-Mano River Union Bridge-Kley sector of the Freetown-Monrovia highway, and for 150 km of its feeder links. The improvement of the highway would increase agricultural production, particularly providing import substitution for rice and increased exports of coffee and cocoa. The Federal Republic of Germany and ADB were providing about 40 per cent of the financing, and additional assistance was required in the amount of $US 55 million.

47. Mali, a land-locked Sahelian State, required massive assistance to improve its road transport system in general, and the Trans-West African Highway Nationale (TWAHN) within its borders. The Sevare-Gao road project in the trans-Sahelian route had the support of BADEA and the Saudi Fund for Development.

48. The efforts made by Mauritania to improve the Lagos-Nouakchott Highway within its borders needed international financial assistance.

49. The second Conference of African Ministers of Transport, Communications and Planning had examined the possibility of extending the Lagos-Nouakchott Trans-Coastal Highway to Tangier and, through a fixed connexion across the Strait of Gibraltar, on to Europe. That possibility should make any investment in the highway economically attractive.

50. The Niger had received support from the Federal Republic of Germany to improve road access to the Upper Volta, but had had to modify its project for the design of a road to the Algerian border (which had been studied under UNDP/Islamic Bank financing) to conform to Algerian modifications. A new study had been carried out and financing was being sought for project implementation. Its other project, for a road from Agadez to Zinder, was also under study and receiving technical assistance from UNDP. The Islamic Bank and EDF were also interested.

51. The road development programme of Senegal was supported by France, the Federal Republic of Germany, EDF and others, but it had been necessary to make modifications for various reasons:

(a) ROP-59 (Saint Louis-Nouakchott) could not be implemented before construction of the Diama barrage. It would have to be postponed to phase II of the Decade;

(b) For construction of the road to the Guinean border (ROP-60), it was necessary to co-ordinate plans with the neighbouring State; all technical details had been agreed upon and only official sanctions were still required;

(c) The Ziguinchor-Mpak road project required a short extension to the Trans-Coastal Highway. Additional co-financing was required, possibly under the fifth EDF programme;

(d) A new road project from Tambacounda to the Malian border had been studied under financing from the Federal Republic of Germany. Funds were being sought for financing of the important connexion of Senegal with the Trans-Saharan Road;

(e) Another new project, the road from Wardala to the Guinean border, was considered a national and subregional priority and technical assistance was required from external sources to conduct the study.

52. Sierra Leone had several projects in the Decade programme, which would, when implemented, enhance the development of newly discovered bauxite mines and stimulate agricultural development in general. One project, a study of the Songo-Moyamba road, would revive economic activity in an area formerly served by the country's only commercial railroad. Another project, from Makeni to Kamakwie, would open up a virgin area for integrated agricultural development activities. A feasibility study conducted under Japanese aid had indicated attractive development potential, but external financing was required to carry out detailed engineering studies.

53. Togo wanted to improve the road from Lomé to the Beninese border which formed part of the Trans-Coastal Highway. It also required road maintenance equipment, the funding of which was being given serious consideration by the World Bank.

54. The implementation of the one project of the Upper Volta, from Yako to the Mali border, leading to the most densely populated area, would not only stimulate agricultural activity (cereals) but would also facilitate access in the drought-prone area. It was also part of the Trans-Sahelian Highway in the Upper Volta.

55. At the conclusion of country presentations and some donor responses the Chairman urged countries and donors to get together for bilateral consultations and discussions of the projects.

56. A summary of the funding of the ECOWAS road programme is contained in annex I.

57. The summary of the funding of the Trans-West African Highway Network and the Trans-Saharan Road within the ECOWAS subregion ss contained in annex II.

Consideration of air transport projects

58. The Meeting then dealt with the 60 air transport projects of the subregion, which included four new projects, three of which were submitted by Senegal and one by AFCAC; 13 projects were regional in character, while the remaining 47 generally catered for national needs.

59. Three regional study projects introduced by the representative of AFCAC were concerned with the establishment of an aircraft purchasing or leasing agency, the optimum system of connecting flights between airlines and the establishment of a centre to co-ordinate aircraft maintenance and overhaul. Those studies were important for ensuring better utilization of airline cargo fleets, reducing operation costs, ensuring more frequent and regular connexions between African cities and improving the maintenance of aircraft operated by African airlines. The total cost of the three studies, amounting to $US 1 million, had not been funded.

60. Six other regional projects introduced by a representative of ECA were concerned with studies on passenger transfer systems and cargo handling equipment, air fares and rates in Africa, the establishment of a data bank and a co-ordinating agency for full aircraft utilization as well as with technical assistance for the promotion of air freight and airline management in general. Financing of one of those projects was under negotiation with the IBM company and prospects were good. As for the others, costing $US 3.3 million, no financing had been secured.

61. Two projects concerned with assistance to the Roberts Flight Information Region (FIR) were for the benefit of the countries members of the Mano River Union and were therefore introduced by a representative of that organization. One of them, the "Development of the Roberts Flight Information Centre and purchase of equipment for Monrovia airport" had been financed to a large extent by the Export Development Corporation of Canada, while the other had not attracted any financing at all.

62. Another important training project sponsored by ICAO was the extension of the School of Meteorology and Civil Aviation at Niamey which had been supported by UNDP from its inception. There was a need to expand the school in order to cater for more civil aviation disciplines. Preliminary discussions had already been held with UNDP and the school was one of four regional civil aviation training institutions which UNDP had indicated its willingness to finance under the third programming cycle.

63. Another regional training project was the extension of Air Afrique's training centre at Dakar, which was introduced by a representative of Senegal. With more and more acquisition of wide-bodied aircraft by Air Afrique to replace the existing long-haul fleet, the centre's maintenance capability had to be re-oriented to the new types of aircraft. ICAO had been contacted with a view to the inclusion of the programme in the programme of the third UNDP programming cycle but the efforts of ICAO in that regard had not proved successful as UNDP had indicated that, because of limited resources, it could not support more than the four training institutions to which it was already committed. It seemed advisable, therefore, that other sources of financing should be tapped.

64. National projects were then introduced in turn by each country's representative.

65. For Benin, there were two training projects which had been completely funded by UNDP. The modernization of Cotonou airport had been completed but, because of the unfavourable location of the existing airport near the sea, the need had arisen for the construction of a new airport for which funds would be required. The project for the establishment of a small domestic airline had been financed from local resources, although the new airline now required assistance for management.

66. The six projects of Cape Verde were introduced by a member of the ECA secretariat in the absence of a representative of that country. For that reason no information could be given on the state of progress. Two projects were for the training of aeronautical personnel, one for the provision of an expert and three for infrastructure development. The projects of Cape Verde were particularly important since it was a newly independent country, an island and a Sahelian country as well as being least developed.

67. There was only one project for the Gambia, which was a project for the training of civil aviation personnel. The importance of training had already been sufficiently emphasized for all African countries including the Gambia. The country had succeeded in implementing a major airport project, which was not included in the Decade programme, with assistance from the Saudi Fund, BADEA and ADB. It was therefore disappointing that progress in training had been slow.

68. Ghana had two training projects and one for the acquisition of new radio navigational aids. The navigational aids project had been funded in full by UNDP, while assistance was still being sought for the training projects. Ghana, furthermore, had three new projects which were closely related to the above three as their objective was to improve air transport in Ghana. Those new projects were: a new runway for Kotoka international airport in Accra which was estimated to cost $US 12 million; the upgrading of Tamale airport to international standards at a cost of $US 20 million, and a new airport at Takoradi.

69. For Guinea the four projects were concerned with training, the improvement of Conakry airport and the development of regional airports. Considerable progress had been made with the training project and therefore the most pressing ones were the three for airport development. Because of its geographical position, Guinea had to have adequate air transport facilities in order to facilitate air services to neighbouring countries.

70. The project of Guinea-Bissau consisted of the improvement of domestic airport and assistance to the national airline in the form of experts, fellowships and equipment. The Government was contributing more than $US 200,000 for the national airline but $US 1.4 million was still required from external sources. Guinea-Bissau was another newly independent country in need of substantial international assistance.

71. Like all other African countries, the Ivory Coast needed assistance for the training of its civil aviation personnel. In addition to the training project there were, however, two other projects concerned with the construction of a passenger terminal, new runways and other airport facilities at three major airports and the provision of navigational aids and safety equipment at 16 regional airports. The runway pavement projects were important because the dust from unpaved runways greatly reduced the life of aircraft engines. The cost of $US 10 million for the three major airports needed to be revised since some of the project components had been funded.

72. All of the three projects of Liberia were for technical assistance either in the form of training or the provision of experts. Liberia had 40 regional airports and the training of manpower for their efficient operation was of the utmost importance.

73. It was not known to what extent progress had been made in financing the three projects of Mali as a representative of that country was not present and the projects had to be introduced by a representative of ECA. The three projects consisted of the extension of Bamako-Senou airport, the development of regional airports and the training of aeronautical personnel. However, the representative of France indicated that a loan of FF 5 million (or 500 million Malian francs) had been approved by CCCE for work on the Bamako-Senou aerodrome to accommodate aircraft of the size of a Boeing 747.

74. Mauritania was also not represented at the meeting and its four projects were presented by a representative of ECA. The funding of the two projects for the construction of five regional airports and three domestic airports was a precondition for going ahead with the project for an expert to supervise the construction of those airports. A fourth project was concerned with a study for a new airport at Nouakchott. In the absence of a Mauritanian representative it was not known whether or not any of the four projects had been implemented.

75. The projects of the Niger were in connexion with training of personnel and the construction of an airport at Madaoua. The latter project derived its importance from the discovery of minerals in that area, with the consequent high transport demand which could not be met by surface transportation.

76. The only project of Nigeria was for the purchase of a jet simulator at a cost of $US 10 million for the Nigerian Civil Aviation Training Centre at Zaria. Nigeria had itself financed the whole project which was of benefit to other African countries, as many of them used the training centre.

77. Senegal had previously had only one training project in the Decade programme; 23 fellowships had been funded from external sources while the Government itself had provided funds for another 40 fellowships. UNDP had been requested to provide 24 more fellowships under the third programming cycle and there was every hope that that assistance would be forthcoming. Senegal, however, had two new projects for the improvement of Cap-Skirring airport and the renewal of equipment for the Flight Information Region. The cost of those two new projects was $US 4.7 million.

78. Progress in the implementation of the projects of Sierra Leone was satisfactory although the projects had not yet been completely funded. The international airport at Lungi had recently been greatly improved by the extension of the terminal building and the re-surfacing of the runway. Both UNDP and ICAO had rendered valuable assistance for the training project and the third project for the acquisition of navigational aids had been completed, in its original form, with funds provided by the Government itself and by the Netherlands. However, new equipment needs had recently been identified.

79. CCCE and FAC of France as well as UNDP had completely financed the improvement of Lomé airport in Togo enabling it to accommodate aircraft of the Boeing 747 type. Nevertheless, the airport still required further expansion of its capacity. The construction of a warehouse at Lomé airport, which was another project, was still outstanding. The existing warehouse was grossly inadequate and its inability to handle more freight was retarding the growth of freight traffic. The project for the construction or improvement of six provincial airports had undergone some modification in that only one airport was considered urgent enough to be included in the programme of the first phase of the Decade; the other five could be deferred to the second phase. The fourth project for training had been fully funded by UNDP.

80. The Upper Volta was still seeking financing for its single training project which would cost $US 518,000.

81. In responding to the general presentation of projects, the representative of the World Bank said that air transport had been low on the list of priorities of his institution largely because African countries themselves had not accorded it a high enough priority. There was a debate going on within the Bank as to whether or not to continue participation in that field. Nevertheless some projects such as the extension of the Air Afrique training centre seemed attractive. Also, a project was being designed for assistance to ASECNA and it was therefore possible that some of the projects of the members of ASECNA could receive the Bank's support. Another project for the benefit of countries with low traffic, which however was still in the conception stage, was concerned with the use of light aircraft by such countries. It would also be desirable to emphasize training for airport management.

82. BADEA had supported a number of air transport projects in Eastern and Central Africa. In West Africa the only country which had availed itself of the Bank's assistance was the Gambia. The Bank was therefore ready and willing to consider projects from other countries.

83. Quite a number of air transport projects in West Africa were already funded by the Saudi Fund and such assistance would continue.

84. The position of the United Kingdom was that it placed emphasis on the rural sector and therefore had very little involvement in air transport. It had tended to emphasize transport projects related to the improvement of agriculture.

85. ICAO, as the executing agency of UNDP in the field of air transport, had undertaken a number of missions to African countries to identify projects for the third UNDP programming cycle. Such identification had been made in close consultation with directors of civil aviation and planning authorities. The exercise had been completed and complete dossiers forwarded to ICAO headquarters in Montreal and the final decision was expected.

86. A summary of the progress achieved in financing air transport projects can be found in annex III to this report.

Consideration of communications projects

87. In introducing the communications sector projects as compiled in document DEC/TRANSCOM/TCM/81/WA.2, a member of the ECA secretariat said, among other things, that there were altogether 45 projects, some of which had been combined and grouped into a total of 22 projects, estimated to cost some $US 153 million. The 22 projects he indicated covered in the main PANAFTEL links and national network projects; development of communication capabilities in rural communities; manpower development and upgrading of communication skills; development planning, management and administration and maintenance and operation of telecommunication systems covering both common-carrier and broadcasting and, the possibility of establishing telecommunication equipment manufacturing facilities. He referred to tables 4 and 5 of the document which carried PANAFTEL-related projects for all of which the ECOWAS secretariat had recently been able to mobilize funding.

88. Other telecommunications and all broadcasting, manpower development and training and postal projects were referred to in turn.

89. The representative of the secretariat indicated that a total of $US 90 million was required to finance projects for the period 1981-1983 as follows:

Equipment and installations	$US 20 million
Study projects	$US 11 million
Training and manpower	$US 59 million

90. Following the initial introduction by ECA, the Director-General of the ECOWAS Fund recalled the process that had been followed to establish the ECOWAS telecommunication programme dated from the setting up of a statutory telecommunication sub-committee of ECOWAS in 1979, followed by an inventory of existing systems and networks to the elaboration of feasibility studies of proposed network extensions which formed the basis for the ECA document. He drew attention to modifications necessary to the document in the light of subsequent developments and quoted cost estimates for a number of projects listed in table 5:

International routes	$US 9 million IRR plus 12 to 19 per cent minus 12.3 to 13.3 per cent
National routes	$US 14 million IRR plus 12 to 21.3 per cent
Local networks	$US 3.751 million
Exchanges:	
CTI (3) Banjul, Praia, Guinea-Bissau	
CTN Banjul	$US 680,000
CL (local centre) (8)	$US 140,000 - $US 4 million

91. In the search for funds commitments had been received from the French Government to finance the Praia earth station at a cost of $US 3.09 million and from EDF for a number of viable projects for a sum of approximately $US 7 million.

92. ADB was also prepared to finance projects up to $US 7.7 million and the rest could be obtained from suppliers' export credits. However, ADB hoped to negotiate more favourable terms to lighten the load of export credit rates.

93. The ITU representative commented on ITU's involvement in telecommunications development in Africa and introduced an addendum prepared by ITU to the document DEC/TRANSCOM/TCM/81/WA.2 amplifying the information given therein and relating it to the wishes of Governments expressed in resolutions and recommendations of the third African Telecommunications Conference held at Monrovia in December 1980. Some errors arising from recent changes in the basic document were noted and attention was drawn to report ITU/RAF/R123, the financial analysis of transmission routes of the ECOWAS programme wrongly attributed to the feasibility study of the Koforidua-Bolgatanga route.

94. After the detailed introduction of PANAFTEL-related projects, the national network projects 07, 08 and 09 were presented by the Gambia and Ghana as countries concerned.

95. The Gambia's representative indicated that the World Bank evaluation mission would be visiting the Gambia at the end of June 1981. CCCE of France had sent a mission to the Gambia in May 1981 and its report was expected at any time.

96. The representative of Ghana indicated that no financing had so far been obtained for the four automatic exchanges intended for Djura, Atobubu, Salaga and Nkawkaw which were estimated to cost $US 1.06 million.

97. Telecommunication projects additional to those included in document DEC/TRANSCOM/TCM/81/WA.2 were subsequently presented by a number of countries as follows:

(a) Liberia: Two projects: an INTELSAT standard "A" earth station and a Marisat station at a total cost of $US 35 million. Implementation period would be 1982-1985.

(b) Sierra Leone: Two projects: a second telephone network at an estimated cost of $US 300 million and provision of equipment for a telecommunications workshop at a capital cost of $US 0.5 million.

(c) Ghana: A feasibility study on Accra-Lagos submarine cable at an estimated cost of $US 75,000 and upgrading of Tema coastal station and equipment replacement of Takoradi coastal station. Total cost for both projects was given as $US 3.05 million.

98. The representative of Togo fully supported the programme presented by ECA but added that other projects not directly related to PANAFTEL were included in Togo's plans and required financing. These were:

Coast station	$US 2.4 million, of which $US 100,000 for a survey
Monitoring and frequency	$US 3 million, of which $US 130,000 for a survey
Management centre with a regional avocation	

Additional capacity was now required for PANAFTEL links to neighbouring countries to meet the demand for transit traffic between Togo's neighbours at a cost of $US 2.5 million. Lastly, because of the configuration of the country, an HF backup remained necessary to cover failures of the main national system.

99. The representative of Senegal would submit a paper to the ECA secretariat noting errors in the basic document concerning Senegal. He advised the meeting that BOAD had mandated SOFRECOM to carry out a survey of the Casamance region, while ECOWAS had instructed ITU to survey a link in the same area between Senegal and Guinea. Harmonization of the work was necessary. Other projects in Senegal for which financing was required were:

Extension to the International Exchange in Dakar;

Development of the Dakar-Abidjan-Lagos submarine cable system;

Monitoring station;

High-level multinational training centre.

In a subsequent intervention concerning broadcasting projects he added the construction of a "broadcasting house" for which the survey cost was $US 6,000 and construction estimated at $US 40,000.

100. The representative of the Upper Volta requested that the system to be provided on the routes Ouagadougou-Bolgatanga and Fada N'Gourma-Porga should be upgraded to 960 voice channels. He drew attention to the Liptako-Gourma project financed by ADB which made the Upper Volta a transit route between Mali and the coastal States. Other national projects requiring finance were:

Extension of the International Exchange;

Upgrading of the already saturated satellite earth station.

101. Lending support to the telecommunications projects presented in document DEC/TRANSCOM/TCM/81/WA.2, the representative of PATU paid tribute to the Executive Secretary and the entire staff of the ECA secretariat for their tireless efforts and resourcefulness in endeavouring to bring about rapid economic and social development on the African continent.

102. He then briefly commented on the efforts so far made and planned by PATU in organizing co-ordination meetings in a number of subregions including the West African subregion in order to facilitate the exchange of information in identifying problem areas and resolving interface problems, thus facilitating the implementation of the PANAFTEL projects.

103. As regards the proposed feasibility study on the establishment of telecommunications manufacturing industries, the PATU representative informed the meeting about the negotiations currently under way between PATU and UNIDO for this purpose and advised that care would be taken to avoid duplication of efforts and resources on that particular project.

104. In the areas of maintenance and operation of telecommunications systems and services and also of training and development of human resources, he drew attention to the seminar organized by PATU in Nairobi in August 1980 and also to the relevant recommendations of the third African Telecommunications Conference held at Monrovia in December 1980. He reported that appropriate follow-up action on the recommendations had already been initiated by PATU.

105. Subregional projects 02 to 06 on development of planning of telecommunication systems and services, rural telecommunications survey and seminars, feasibility study on the establishment of telecommunication industries, management and administration of telecommunication organizations and maintenance and operation of telecommunication systems and services were then referred to in a statement by the representative of UAPT. He stressed the need to implement those projects if operations and maintenance of existing telecommunication services were to be improved and further development of telecommunication services were to be soundly based. In subsequent interventions, representatives appealed to lending agencies not to place too much emphasis on financial profitability when considering the projects for financing but to give due regard to likely economic and social benefits as well.

106. The World Bank representative commented that his organization was involved in telecommunications in five countries of the region and was ready to consider other possibilities, provided Governments gave the necessary priority to the sector. The World Bank assisted in funding comprehensive telecommunications programmes in the investment area with a significant component available for international links. He then listed the general criteria used by the Bank for its investment project evaluation. These were:

(a) The telecommunications entity must make an effort to improve efficiency;

(b) It must give adequate weight to training and maintenance;

(c) The investments must be economic;

(d) The entity must show a reasonable financial performance; and

(e) It must be prepared to adopt international competitive procurement to ensure efficiency.

107. The representative of BADEA questioned the countries concerned about their priorities in the area of Guinea-Bissau, Guinea and Senegal, that is the Ziguinchor-Bissau-Boke and Kedougou-Mali links. After interventions by those countries it was decided to hold a limited meeting with the participation of ECOWAS, BADEA, ITU and the three countries concerned to define the situation.

108. The representative of CCCE stressed the importance of the financing approved by his organization for telecommunications projects in Africa and stated that CCCE was ready to participate in a meeting of donors to consider the financing of projects presented in that area under ECOWAS.

109. Associated with geographical area, the Gambia noted its great interest in the Ziguinchor-Banjul link, also in the ECOWAS programme.

110. The representative of ECOWAS drew attention to the request of the Upper Volta to increase the capacity to 960 voice channels and suggested that it might have an adverse effect on the viability of the system. On the question of Senegal, Guinea and Guinea-Bissau, ECOWAS was ready to co-operate in joint financing ventures as might be decided.

111. The representative of France indicated that:

(a) Mauritania's 1981-1986 five-year plan focused on the improvement of the Nouakchott-Nouadhibou link, which carried most of the traffic, and would comprise:

(i) An international station at Nouakchott;

(ii) Two domestic stations for the Nouakchott-Nouadhibou link;

(iii) An international transit centre at Nouakchott;

(iv) A telephone exchange at Nouadhibou.

Negotiations were in progress between the French and Mauritanian authorities for the financing of the Nouakchott-Nouadhibou link, the cost of which was estimated at FF 75 million ($US 15 million);

(b) Following negotiations between France and Benin which were in the final stages, a standard A international earth station estimated at FF 70 million ($US 14 million) would be installed in Benin, most likely during 1982;

(c) In the areas of postal services and telecommunications, expert missions and financing for studies had already been provided in support of the following projects:

(i) TEP-04: Telecommunication development planning;

(ii) TEP-05 and MAP-09: Rural telecommunications: workshops and seminars;

(iii) TEP-07: Feasibility study on the manufacture of telecommunications equipment;

(iv) TEP-10, TEP-12, TEP-14 and MAP-03: Management and administration of telecommunications organizations;

(v) TEP-15 and MAP-08: Operation and maintenance of telecommunications systems and services;

(vi) POP-13: Establishment of workshops for making small items of postal equipment;

(vii) POP-15: Improvement of postal services in land-locked countries;

(viii) POP-16: Mobilization of savings by postal means, particularly in rural areas;

(ix) POP-17: Organization of postal accounting in relations between countries of the same subregion.

In his opinion, the thematic studies should be carried out by participating organizations such as PATU and UAPT, and the French Government might if necessary provide support in the form of expert missions.

(d) France wished to be kept informed of prospects for the implementation of project No. BRP-05 (Broadcasting sector: Regional studies on the propagation of frequency bands in Africa).

112. For the broadcasting sector projects Nos. 10 and 12 on improvement of training facilities and institutions for broadcasting services and management and planning of broadcasting for national development respectively were introduced by a representative of the ECA secretariat. The third project No. 11 was presented by the representative of URTNA who underlined the importance of broadcasting in the development process and the need to provide skilled broadcasting personnel, especially in rural broadcasting. Both stressed the fact that financing for the three projects had so far not been obtained. The ITU representative presented the summary details of project No. 13 dealing with a regional study of propagation in Africa. He indicated that it was part of a regional project and that no definite source of financing had been identified.

113. Manpower development projects Nos. 14 and 15 on training and development of human resources for telecommunications services and establishment of a statistical data base and manpower bank were presented in summary details by representatives of ITU and the Niamey-based MULPOC. Partial financing had so far been obtained for project No. 14 but more was required if decent returns on investment for capital installations were to be realized. Project No. 15 was to be funded under the major information project known as PADIS which was already under way.

114. Postal projects Nos. 16, 17 and 18 on transit centres for Cotonou, Dakar and Accra were in turn presented in summary details by the representatives of Benin, Senegal and Ghana. The UPU representative indicated that financing of the relevant prefeasibility studies was likely to be provided by UNDP. He also introduced projects Nos. 19, 20, 21 and 22 with the respective titles of establishment of workshops for making small items of postal equipment, improvement of postal services in land-locked countries, mobilization of savings by postal means particularly in rural areas and organization of postal accounting relations between countries of the same subregion. Financing for each of them was yet to be assured.

115. In conclusion, financing secured for the communications programme totalled $US 17.79 million. The amount could be broken down as follows:

EDF	$US 7 million
ADB	7.7 million
France	3.09 million

116. This sum covered the economically viable international links, the international switching centres of Praia, Bissau and Banjul and the Praia earth station as follows:

(a) (i) International links

Tambacounda-Kedougou-Mali
Cacheu-Ziguinchor
Gabou-Koundara
Fada N'Gourma-Porga
Sikaso-Korhogo
Ouagadougou-Bolgatanga

(ii) International switching centres

Bissau
Banjul
Praia

These were covered by EDF financing

(b) Link

Koforidua-Bolgatanga

Covered by ADB financing

(c) Earth station

Praia

Covered by French financing

117. In addition the balance of financing required for the ECOWAS programme ($US 39 million less $US 17.79 million) would be covered by suppliers' credits from various commercial banks and by the ECOWAS Fund. This sum, $US 21.21 million, would cover the following projects:

(a) Links

Ziguinchor-Banjul
Sokoto-Birni Nkonni
Kayes-Selibaby
Bamako-Siguiri
Kaedi-Selibaby
Mopti-Gao
Mopti-Tombouctou

(b) Local centres

Banjul
Nkawkaw
Bougouni
Orodara
Po
Ejura
Salaga
Atebubu

(c) National transit centre

Banjul

118. UNDP had also undertaken to finance engineering studies for postal projects POP-03, POP-06 and POP-11 totalling $US 2.1 million.

119. Finally, excluding new projects introduced by delegations, the financial situation could be summarized as follows:

			In millions of $US
(a)	Programme costs as set out in document DEC/TRANSCOM/TCM/81/WA.2		152.48
(b)	ECOWAS telecommunications programme costs (in millions of $US):		
	(i) As covered by EDF, ADB, French financing	17.79	
	(ii) As covered by suppliers' credits	10.32	
	(iii) As covered by ECOWAS Fund	10.89	
		39.00	
(c)	Additional costs to (a) above which arose from ECOWAS telecommunications programme which was funded by suppliers' credits		10.32
(d)	Total programme costs /(a) plus (c)/		162.80
(e)	Financing secured		
	(i) From (b) above	39.00	
	(ii) From UNDP	2.1	41.10

Whence secured funding for the total programme as a ratio of total programme costs was 25 per cent.

120. A representative of the ECA secretariat summarized the deliberations of the meeting and its major conclusions, after which a brief statement was made by the Managing Director of the ECOWAS Fund and the ECA Executive Secretary extended customary courtesies to the host country and the participants in the meeting. The meeting was officially closed by the Minister of Trade and Transport of Togo.

ANNEX I: ECOWAS ROAD PROGRAMME FUNDING: SUMMARY

	Length (km)	Cost (thousands of United States dollars)	Secured	To be found	No. of projects
Totally secured	429	135,400	135,400		4
Partial funding	5,009	814,000	436,460	377,540	13
No financing	4,708	640,000		640,000	30
Total	10,146	1,671,400	571,860	1,017,540	47

Percentage secured: 34 per cent

ECOWAS ROAD PROGRAMME: PROJECTS TOTALLY FINANCED

Project	Location	Length (km)	Cost (thousands of United States dollars)	No. of projects
ROP-33	Ghana	150	26,400	4
ROP-50	Niger	120	24,000	
ROP-53	Nigeria	150	80,000	
ROP-127	Togo		5,000	
Total		429	135,400	

ECOWAS ROAD PROGRAMME: PROJECTS PARTLY FINANCED

Project	Location	Length (km)	Cost (thousands of United States dollars)	Secured	To be found
ROP-06	Benin	425	76,500	(46,500)	(30,000)
ROP-86	Ivory Coast	389	140,000	67,000	73,000
ROP-32	Gambia	Bridge	100,000	(40,000)	(60,000)
ROP-34	Guinea	900	75,000	(47 500)	(27,500)
ROP-35	Guinea-Bissau	78	23,000	13,000	10,000
ROP-40 / ROP-62	Liberia / Sierra Leone	222	97,000	42,000	55,000
ROP-41	Liberia	159	52,000	27,500	24,500
ROP-96	Mali	556	143,500	119,710	23,790
ROP-100	Mali	105	15,000	750	14,250
ROP-103	Mali	1,920	30,000	7,500	22,500
NP-02	Senegal	220	45,000	20,000	25,000
NP-04	Sierra Leone	85	17,000	5,000	12,000
Total		5,009	814,000	436,460	377,540

ECOWAS ROAD PROGRAMME: NO FINANCING SECURED

Project	Location	Length (km)	Cost (thousands of United States dollars)	No. of projects
ROP-81	Cape Verde	78	11,200	
ROP-82	Cape Verde	95	12,800	
ROP-83	Cape Verde	45	6,100	
ROP-21	Ivory Coast	166	26,100	
ROP-84	Ivory Coast	128	60,000	
ROP-85	Ivory Coast	120	46,000	
ROP-87	Ivory Coast	116	43,000	
ROP-88, 89	Ivory Coast	168	59,000	
ROP-90	Ivory Coast		4,700	
ROP-91	Ghana	78	10,800	
ROP-36	Upper Volta	139	33,000	
ROP-45	Mali	124	15,000	
ROP-46	Mali	44	8,600	
ROP-47	Mali (study)	308	1,500	
ROP-48	Mauritania	550	82,000	
ROP-97	Mali	156	25,000	
ROP-98	Mali	183	34,300	
ROP-99	Mali	135	20,000	
ROP-101	Mali (study)	625	2,500	
ROP-102	Mali	205	18,500	
ROP-51	Niger	240	60,000	
ROP-52	Niger	447	21,000	
ROP-59	Senegal	80	13,700	
ROP-60	Senegal (study)	30	500	
ROP-61, NP-01	Senegal	42	7,900	
NP-03	Senegal	100	1,000	
ROP-63	Sierra Leone	70	22,000	
ROP-118	Sierra Leone	101	29,500	
ROP-119	Sierra Leone	70	16,000	
ROP-126	Togo	65	30,000	
Total		4,708	640,000	30

ANNEX II: TRANS-AFRICAN HIGHWAY WITHIN ECOWAS ROAD PROGRAMME

Project	Location	Length (km)	Cost (thousands of United States dollars)	Secured	To be found
LAGOS-NOUAKCHOTT					
ROP-32	Gambia	Bridge	100,000	(40,000)	(60,000)
ROP-33	Ghana	159	26,400	26,400	
ROP-35	Guinea-Bissau	78	23,000	13,000	10,000
ROP-84	Ivory Coast	126	60,000		60,000
ROP-85	Ivory Coast	120	46,000		46,000
ROP-40, 62	Liberia / Sierra Leone	222	97,000	42,000	55,000
ROP-41	Liberia	159	52,000	27,500	24,500
ROP-59	Senegal	80	13,700		13,700
ROP-61, NP-01	Senegal	42	7,900		7,900
ROP-63	Sierra Leone	70	22,000		22,000
ROP-126	Togo	65	30,000		30,000
Total		1,123	478,000	148,900	329,100
Percentage secured: 31 per cent					
DAKAR-NDJAMENA					
ROP-15	Mali	124	15,000		15,000
ROP-46	Mali	44	8,600		8,600
ROP-47	Mali (study)	308	1,500		1,500
ROP-97	Mali	156	25,000		25,000
ROP-100	Mali	105	15,000	750	14,250
ROP-50	Niger	120	24,000	24,000	
NP-02	Senegal	220	45,000	20,000	25,000
Total		1,077	134,100	44,750	89,350
Percentage secured: 33 per cent					
TRANS-SAHARAN					
ROP-96	Mali	556	143,500	119,710	23,790
ROP-51	Niger	240	60,000		60,000
ROP-52	Niger	447	21,000		21,000
Total		1,243	224,500	119,710	104,790
Percentage secured: 53 per cent					

Globally for the three roads, percentage secured: 37 per cent

ANNEX III: ECOWAS AIR TRANSPORT PROJECTS

Project	Location	Cost (in thousands of United States dollars)	Secured	To be found	No. of projects
Regional projects (general actions)					13
11 projects		12,950	300	12,650	
AIP-13 a/		4,000		4,000	
NP-01 a/		1,650		1,650	
Training/fellowships					16
	13 countries	13,667	2,431	11,236 (UNDP?)	
AIP-84 a/	Ghana	1,146	614	532 (World Bank?)	
Infrastructure					19
AIP-57	Benin	2,530	230	2,300	
AIP-23, 24	Cape Verde	4,000		4,000	
AIP-48, 49	Ivory Coast	56,500		56,500	
AIP-32,33,154	Guinea	31,300		31,300	
AIP-89	Guinea-Bissau	300		300	
AIP-35, 36	Mali	10,575	1,000	9,575	
AIP-37,110,164	Mauritania	59,986	19	59,967	
AIP-38	Niger	15,000		15,000	
NP-03	Senegal	2,700		2,700	
AIP-44,45,175	Togo	8,900	4,900	4,000	
Equipment					12
AIP-40, 126	Sierra Leone	8,310	160	8,150	
NP-04	Senegal	2,000		2,000	
AIP-117	Nigeria	10,000	10,000		
AIP-96,97,99	Liberia	433	43	390	
AIP-88	Guinea-Bissau	1,648	226	1,422	
AIP-86	Ghana	582	295	287	
AIP-69, 70	Cape Verde	11,450	200	11,250	
AIP-58	Benin	900	100	800	
Total		260,527	29,518	240,009	60

Percentage secured: 11 per cent (almost all by the African countries themselves)

a/ Interest shown by the World Bank.